

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning at **page 2, line 7**, and insert the following rewritten paragraph:

There is a demand for a drive power transmitting system for a vehicle capable of being assembled and undergoing maintenance operation more efficiently as well as providing a small joint ~~angel~~angle of the constant velocity joint for improving transmission efficiency.

Please replace the paragraph beginning at **page 4, line 2**, and insert the following rewritten paragraph:

The connecting unit can be assembled prior to attachment to the case. Such a pre-assembled connecting unit can be easily attached to and detached from the case. Thus, the connecting units can be assembled to the case with improved efficiency. Moreover, because the sealing members cover ~~the both~~ sides of the bearing, the sealing members prevent the bearing from being exposed to mud or dust.

Please replace the paragraph beginning at **page 6, line 6**, and insert the following rewritten paragraph:

Because the case is supported by the pair of ~~the left and right~~ under frames

and the driven sprocket is disposed in the vicinity of the under frames, the case to which the drive power is applied can be securely supported by the under frames. In addition, since the driven sprocket is disposed in the vicinity of the under frames, the driven sprocket can be securely supported by the under frames even if the driven sprocket undergoes a great drive power.

Please replace the paragraph beginning at **page 15, line 5**, and insert the following rewritten paragraph:

As shown in Fig. 5, the bearing unit 176 of the drive power transmitting unit 175 includes a left bearing unit 221 and a right bearing unit 222. The left ~~bearing~~ bearing unit 221 and the right bearing unit 222 are symmetrically disposed and have the same structure. Therefore, only the left bearing unit 221 will be described below.

Please replace the paragraph beginning at **page 23, line 11**, and insert the following rewritten paragraph:

Because the left and right constant velocity joints 184, 184 are supported by the final gearcase 133 and individually attachable to and detachable from the vehicle body, the constant velocity joints 184, 184 can be disposed ~~elensely~~ close to each other. Thus, the drive shafts 177, 178 can be lengthened to allow the suspension to operate over a large stroke. With this arrangement, the vehicle 10 can travel more satisfactorily. Moreover, the left and right constant velocity joints 184, 184 can be individually assembled to the final gearcase 133. Thus, the constant velocity joints

184, 184 can be assembled to the final gearcase 133 with improved efficiency. Further, the left and right constant velocity joints 184, 184 can be separately attached to and detached from the vehicle body for undergoing improved maintenance operation.

Please replace the paragraph beginning at **page 24, line 23**, and insert the following rewritten paragraph:

Each of the bearing units 221, 222 can be assembled prior to attachment to the final gearcase 133. Such a previously assembled bearing unit can be easily attached to and detached from the final gearcase 133. Thus, the bearing units 221, 222 can be assembled to the final gearcase 133 with improved efficiency. Moreover, because the sealing members 227, 228 cover ~~the both~~ sides of the bearing 226, the sealing members 227, 228 prevent the bearing 226 from being exposed to mud or dust.

Please replace the paragraph beginning at **page 27, line 20**, and insert the following rewritten paragraph:

In a further preferred form of the present invention, the drive shafts 177, 178 are connected to the pair of ~~the left and right~~ rear wheels 21, 21. The vehicle 10 is used for traveling on a rough terrain. The independent suspension is a double wishbone independent suspension provided in the vehicle 10 and including upper arms 163, 164 and lower arms 166, 167.

Please replace the paragraph beginning at **page 31, line 12**, and insert the following rewritten paragraph:

The extending portion 466 has an axial length L_4 . When the through bolts 436, 437, 438 (the bolt 437 is shown in Fig. 14) and the plural bolts 424 are removed and then one of the left and right case members 451, 452 is moved sideways of the vehicle body relative to the other case member, the housing 465 is moved by an amount or distance L_5 into abutment with one part or cage 234 of the constant velocity joint 458 (or 461). The length L_4 of the extending portion 466 is smaller than the distance L_5 (that is, $L_4 < L_5$). Therefore, for example, when the through bolts 436, 437, 438 and the bolts 424 are removed and then each of the left and right case members 451, 452 is slid sideways by the distance L_5 , the left and right extending portions 466, 466 of the housings 465, 465 of the constant velocity joints 458, 461 connected to the left and right case members 451, 452 are removed from the driven sprocket 427.